BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND

AIR FORCE INSTRUCTION 13-201

AIR FORCE MATERIEL COMMAND
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Operations

AIR FORCE AIRSPACE MANAGEMENT

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This is the initial publication of AFI 13-201/AFMCS 1, which implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. It prescribes responsibilities and procedures for developing, coordinating, and managing special use airspace (SUA) and airspace for special use (ASU) in the National Airspace System (NAS). It establishes an Airspace and Range Committee (ARC) at the unit and MAJCOM level. It provides guidance for compliance with the environmental impact analysis process. It introduces the Comprehensive Airspace/Range Data System (CARDS) reporting requirements. This supplement does not apply to the US Air Force Reserve or Air National Guard units.

AFI 13-201, 1 April 1998, is supplemented as follows:

1.3.3.2. Within Headquarters AFMC, the Air Traffic Services Division, Airspace Branch (HQ AFMC/DOAA) is responsible for peacetime airspace management policy. This office develops policy, trains, and organizes subordinate airspace management functions to meet mission requirements. Additionally, this activity provides coordination and liaison between AFMC and HQ USAF/XOOR, USAF Flight Standards Agency, FAA, other military services, lateral command airspace activities, international airspace functions, and Air Force representatives (AFREP) to FAA Regional Headquarters, and will formulate command position on airspace matters of national interest.

1.3.3.13.1. (Added) Unit airspace managers shall ensure MTRs are reviewed and documented biennially to ensure currency, in addition to documenting monthly airspace utilization. Methods of review include flight evaluation, pilot reports of obstacles, notices of construction, and the Chart Updating Manual (CHUM). The review will include: baseline map (latest edition), CHUM date, survey date, and date route was last flown.

1.3.3.13.1.1. (Added) Flight Evaluations. During route development and during the biennial anniversary month after publication, all MTRs should be flight evaluated (MTR segments with a floor of 1,500 feet AGL or more need not be evaluated). Evaluation flights should be a dedicated mission or be flown in conjunction with a training mission. Failure to meet the biennial suspense may preclude the use of MTRs until evaluation requirements are met. The following guidance is provided:

1.3.3.13.1.2. (Added) Evaluation aircraft should be either conventional or helicopter (80-200 knots). Use of Civil Air Patrol, aero club, or contract/charter is encouraged. Should such aircraft be unobtainable, the evaluation should be conducted at the slowest operational airspeed consistent with the type of aircraft normally flying the route.

1.3.3.13.1.3. (Added) The route should be evaluated to ensure obstruction clearance at the minimum altitude that should be used for training.

1.3.3.13.1.4. (Added) Flight evaluation crewmembers should be familiar with low-altitude flying and evaluation requirements. They should receive a pre-brief from the airspace manager and provide a de-briefing to the airspace manager.

1.3.3.13.1.5. (Added) The airspace manager must ensure the necessary charts are available for the evaluation, develop an MTR survey schedule, and inform the AFREP of uncharted obstructions exceeding 200 feet AGL or any other hazards to air traffic affecting low-altitude navigation.

1.3.3.13.1.6. (Added) Routes less than 4 miles wide may require two passes, one each side of the centerline. Routes greater than 4 miles wide may require additional passes to complete an adequate evaluation. Route centerlines are established for charting and route width measuring purposes only and may not require a direct pass. EXAMPLE: A 10-mile wide route in two passes; 2.5 miles from the centerline, over mountainous terrain or terrain with a pronounced upslope, and an additional pass flown on route boundaries.

NOTE:

Professional judgment is the key to effective evaluations. Visual acuity may vary greatly and the parameters above are given as guidelines only. Definitive guidelines for evaluation flight procedures cannot be established because of foliage; haze, clouds, fog contrast (light); airspeed/groundspeed, terrain, and task saturation.

1.3.3.13.1.7. (Added) Evaluations should be updated as new obstacles and noise-sensitive areas become known. All users must be alert for new obstructions/hazards. Aircrews should be briefed to report any observed construction or uncharted obstructions to the airspace manager. Information should include latitude and longitude coordinates and estimated height and description of obstructions/hazards.

1.3.3.13.1.8. (Added) The airspace manager should develop and provide a detailed briefing of published and unpublished obstruction data and noise-sensitive areas to the route scheduler who in turn shall provide the briefing to the aircrew scheduled to fly the route. Possible sensitive areas such as hospitals, schools, turkey/mink farms, etc., should also be identified.

1.3.4. (Added) Unit Responsibilities. Each wing, squadron, or detachment having a requirement for SUA to conduct daily and/or special training shall appoint an airspace manager to function as the focal point for all airspace matters. The selectee shall preferably be rated or possess air traffic control experience. Civilian equivalents are acceptable.

1.3.4.1. (Added) Units with a full-time airspace management authorization on their unit manning document (UMD) must ensure this position is filled with a qualified individual performing primary duties as an airspace manager.

1.3.4.2. (Added) Appointee should be a graduate of the Military Airspace Management Course (E30ZR11A4X-000) or be scheduled to attend the course within 6 months of assuming airspace management duties. After completion of the course and obtaining 6 months experience, the "OUL" or "350" Spe-

cial Experience Identifier (SEI) should be awarded and entered into the individuals personnel records. Appointees should remain in the position for at least 18 months after completion of school unless a mission change requires reassignment.

1.3.4.3. (Added) Subordinate units conducting operations within airspace under FAA jurisdiction as well as in international/foreign areas will:

1.3.4.3.1. (Added) Ensure that airspace is used in accordance with policy and procedures outlined in FARs, FAA Handbooks, AFMC, USAF, and DoD directives, host nation rules and procedures, airman information publications, ICAO rules and practices, and letters of agreement (LOA) for conducting operational activities.

1.3.4.3.2. (Added) Initiate airspace actions/proposals as required.

1.3.4.3.3. (Added) Ensure that procedures established for the development of airspace proposals/assignments are consistent with command policy and developed using appropriate FAA handbooks and this Air Force instruction as a reference.

1.3.4.3.4. (Added) Request assistance/advice concerning planned airspace development from HQ AFMC/DOAA and/or the AFREP to the FAA region as necessary.

1.3.4.3.5. (Added) Ensure all airspace proposals are coordinated with the FAA, other MAJCOMs, sister services, base civil engineers (environmental office), and other agencies as required. Airspace proposals involving terminal airspace must be coordinated with the local Airfield Operations Flight Commander (AOF/CC).

1.3.4.3.6. (Added) Comply with the environmental impact analysis process as required by AFI 32-7061, *The Environmental Impact Analysis Program*.

1.3.4.3.7. (Added) Ensure airspace use-data is maintained and reports are submitted as required.

1.3.4.3.8. (Added) Comply with all items applicable to wing/subordinate unit level as listed under MAJCOM responsibilities in paragraph 1.3.3 of this Air Force instruction.

1.4.4. HQ AFMC/DOAA is the focal point for alleged pilot deviations. DOA will resolve terminal airspace issues/HATRs. DOV and/or DOO will resolve other incidents.

1.8.1. MARSA is only used for military operations that cannot be conducted using standard IFR separation criteria. Each application of MARSA must meet the following conditions:

1.8.1.1. (Added) A valid mission requirement exists.

1.8.1.2. (Added) A procedure for separation between participating military aircraft is devised to use in lieu of standard IFR separation.

1.8.1.3. (Added) The procedure is documented in an LOA, an FAA or a military document with the air traffic control authority having jurisdiction over the airspace where MARSA operations will be conducted.

1.8.1.4. (Added) All aircrews participating in the MARSA procedures must be briefed on the procedure, their responsibilities, and any coordination requirements with air traffic control facilities. Wing/group commanders have the responsibility to ensure aircrews are prepared to operate under MARSA procedures.

1.8.2. Center/wing/OG/CCs have been delegated the authority to invoke MARSA.

1.9. Units having a requirement to fly at airspeeds in excess of 250 KIAS below 10,000 feet MSL, in airspace other than within a restricted/warning area, a military operations area (MOA), or on an MTR, require a HQ AFMC waiver.

1.15. The FAA may grant waivers/exemptions on either a permanent or temporary basis. Permanent waivers continue in effect until superseded or rescinded. Temporary waivers are effective for a maximum 5-year period from the date of issue and must be renewed prior to the indicated expiration date. Requests for waivers to FARs will be submitted in accordance with AFI 11-202, Volume 3, *General Flight Rules*, and FAR Part 11.

2.2.1. The Chief, Air Traffic Services Division, Directorate of Operations (HQ AFMC/DOA), will chair the HQ AFMC ARC. Membership will include representatives from CEV, DOO, JAC, and PAX. Other staff offices will be involved as necessary.

NOTE. AFMC units that do not schedule/manage any SUA or ASU are not required to establish a unit level ARC.

2.2.2. If the ARC and AOB are combined, the unit airspace manager should retain primary responsibility for items related to airspace management. Individual responsibilities associated with the combined agenda, scheduling and conduct of the meeting, and minutes must be clearly defined.

2.2.3. Forward unit ARC meeting minutes to HQ AFMC/DOAA.

2.3. The HQ AFMC ARC review process will normally be accomplished with a staff package unless a formal meeting is deemed necessary to address complex airspace actions or initiatives.

2.4.1. Unit airspace managers are highly encouraged to attend the DoD and Management Sessions of the Airspace/Range Council within their region.

2.5. Responsibility for initiation of an airspace proposal is normally at wing level. Processing is from the wing to HQ AFMC/DOAA. The unit may accomplish initial coordination of an airspace proposal with local air traffic control agencies after advising HQ AFMC/DOAA. The AFREP at the FAA region should be made aware of all anticipated airspace actions. Include the following information in the T/TSNS:

- •A description of the airspace requested by geographical coordinates, that clearly defines the area.
- •Minimum and maximum altitude in feet above sea level or flight level.
- •A geographic presentation of the proposal on sectional aeronautical charts (1:500,000) indicating those areas owned, leased, or controlled by using agency.
- •A detailed list of activities to be conducted by all organizations in the area.
- •Average number of hours (daily) that the area will be used and times that daily operations are normally scheduled to begin and end.
- •Average number of days per week, weeks per month, or months per year (as appropriate) the area will be used.
- •Number and type of aircraft that will normally use the area.
- •A statement on whether ground radar will be used during operations (if affirmative, indicate on the chart where the radar coverage is available).
- •Availability of ground and/or airborne communications.
- •A statement if weather conditions are a factor.

- •An explanation on how activity will be confined within the proposed area and procedures for handling malfunctions (e.g., hung load, jumper) will be accomplished.
- •A record of the coordination accomplished to include military organizations, FAA, and other aviation interests.

Units will not return/transfer airspace to the FAA or another MAJCOM without first coordinating with HQ AFMC/DOAA to verify that other AFMC units have no requirement for the airspace.

2.8.1. Units must comply with the environmental impact analysis process when making airspace proposals for all areas and routes or modifications to existing areas and routes, published or unpublished. Environmental documentation is required for all airspace actions. In the case of actions qualifying for categorical exclusions (CATEX), the approved AF Form 813, **Request for Environmental Impact Analysis, Version 1**, serves as the documentation. See AFI 32-7061 for actions that may qualify for a CATEX. For all airspace actions, the proponent submits the AF Form 813 and operational data (e.g., physical airspace boundaries, aircraft types, altitudes, airspeeds, and power settings) to the host base civil engineer environmental planning function.

2.8.3. (Added) Preparation of the AF Form 813 does not relieve the proponent from further involvement in the environmental impact analysis process. The environmental planner is not an airspace expert and will require assistance while preparing the environmental assessment. Moreover, if it becomes necessary to prepare an Environmental Impact Statement for this action, AFI 32-7061 requires the proponent be a member of the documentation preparation team.

2.8.4. (Added) It is the AFMC center/wing's responsibility to ensure all SUA/ASU they manage is environmentally assessed for the types of aircraft that operate in the airspace. The airspace scheduling authority for AFMC owned SUA/ASU is responsible to ensure valid environmental analysis documentation is on file for the type of aircraft prior to allowing them to use AFMC managed airspace.

2.10.2. Unit airspace managers shall compile required airspace data.

2.13. (Added) MTR Airspace Deconfliction. The following deconfliction procedures are provided as guidance:

2.13.1. (Added) IR from IR. There are several methods of deconflicting crossing/collocated IR route segments. The method used should be published in the flight information publication (FLIP) AP/IB in the special operating procedures.

2.13.1.1. (Added) Scheduling. Scheduling units are responsible for all activity on a particular route and should coordinate and schedule the routes with the user to ensure at least 10 minutes separation at the crossing point. Suggested FLIP entry, "Scheduling units for route (number) and route (number) should schedule the use of route to preclude conflictions at common points and segments."

2.13.1.2. (Added) For IRs restricted to visual meteorological conditions (VMC) operation only. FLIP entry should state, “Route crosses IR (number) between point _____and point _____ and MARSA is accomplished by “See and Avoid.”

2.13.1.3. (Added) Procedural Separation. When procedural separation is applied, the FLIP should state, “Route crosses IR (number) in the (vicinity) of (point).” If instrument meteorological conditions are encountered, IR (number) users should maintain ___ feet MSL and IR (number) users should maintain ___ feet MSL.

2.13.2. (Added) IR from VR. When an IR crosses a VR the "See and Avoid" concept should apply since aircraft on the VR must maintain VFR.

2.13.3. (Added) VR penetrating or transiting a MOA. FLIP should so indicate a radio broadcast in the blind as appropriate.

3.3. HQ AFMC/DOAA is the focal point for noise complaints and congressional inquiries. All replies will be coordinated with CEV, DOA, DOO, PAD, and XPXPC (Legislative Affairs) as necessary.

3.3.1. (Added) Responses to Air Staff request for information concerning noise complaints or congressional inquires normally have a short suspense. Recognizing that staffing is required at both unit and headquarters level, efforts must be taken to expedite gathering of specific details and preparation of the response.

4.2. It is recommended that the unit scheduling office serve as the functional area responsible for maintaining CARDS.

4.2.1. Submit CARDS data to HQ AFMC/DOAA.

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